

## **Appendix A**

### Survey Highlights

# NON-MOTORIZED PUBLIC SURVEY HIGHLIGHTS

Spring 2009

## Introduction

The Non-Motorized Transportation Survey was created to provide an opportunity for the public to share experiences and ideas to help identify regional priorities and opportunities for improving walking, biking, and other forms of non-motorized transportation within the Kootenai region. The survey was also designed to capture transportation behavior and attitudes. Of those who participated in the survey, the vast majority are users of the regional transportation network. Representation was highest for bicycle advocacy clubs and advisory committees as well as environmental and health advocacy.

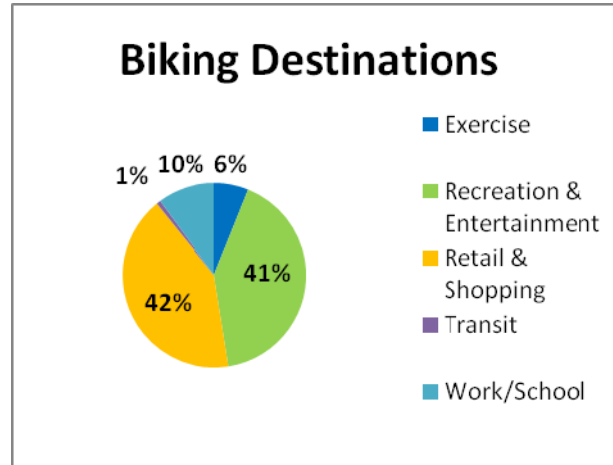
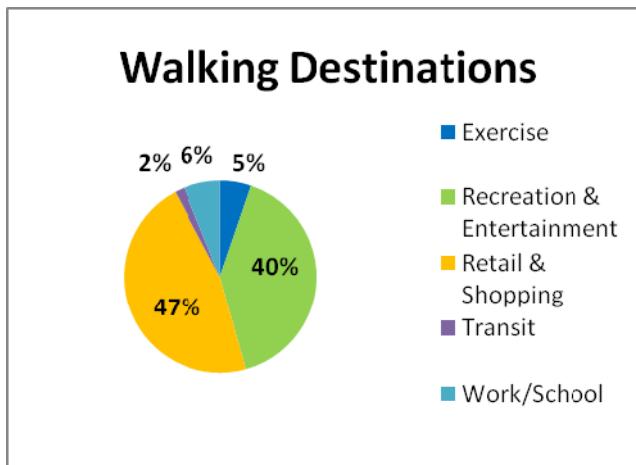
Below is an overview of key highlights for quick reference. A more complete summary can be found on our website at [www.KMPO.net](http://www.KMPO.net).

## Travel Behavior

**Travel behavior characteristics below include destination and trip length. These characteristics help identify where people choose to walk or bike and how long their average trip length is one-way.**

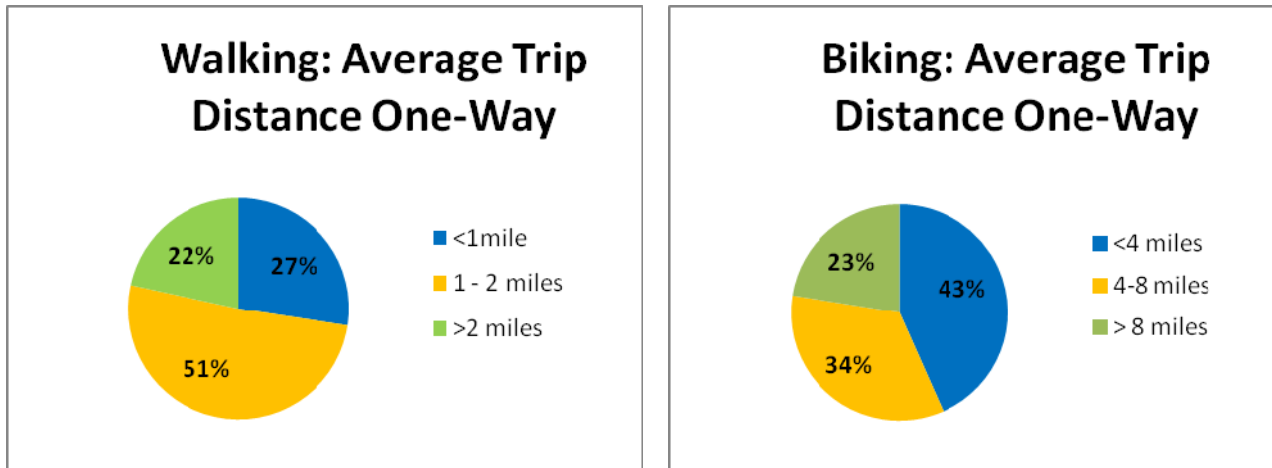
### *Destinations*

The most popular destinations for walking and biking included retail and shopping followed by recreation and entertainment.



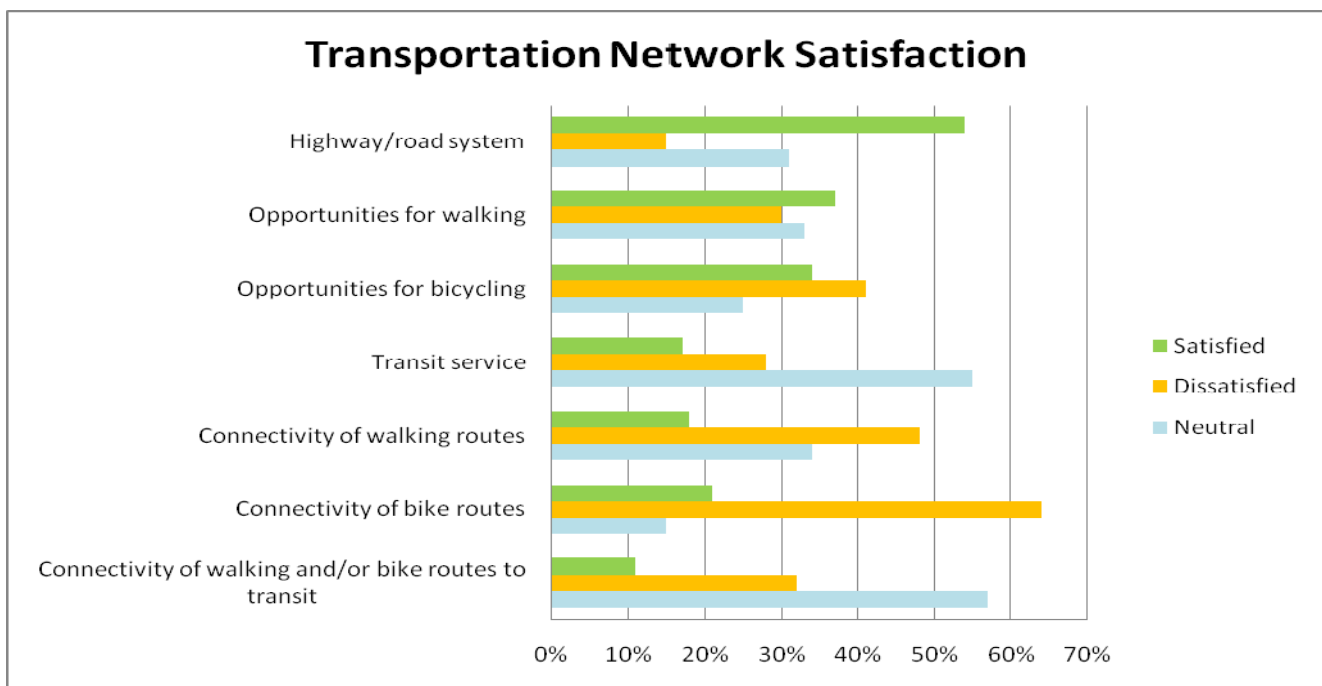
### Trip Length

Almost 80% of respondents said they walked an average of two miles or less and biked eight miles or less or approximately or 40 minutes or less. This is consistent with the national average.

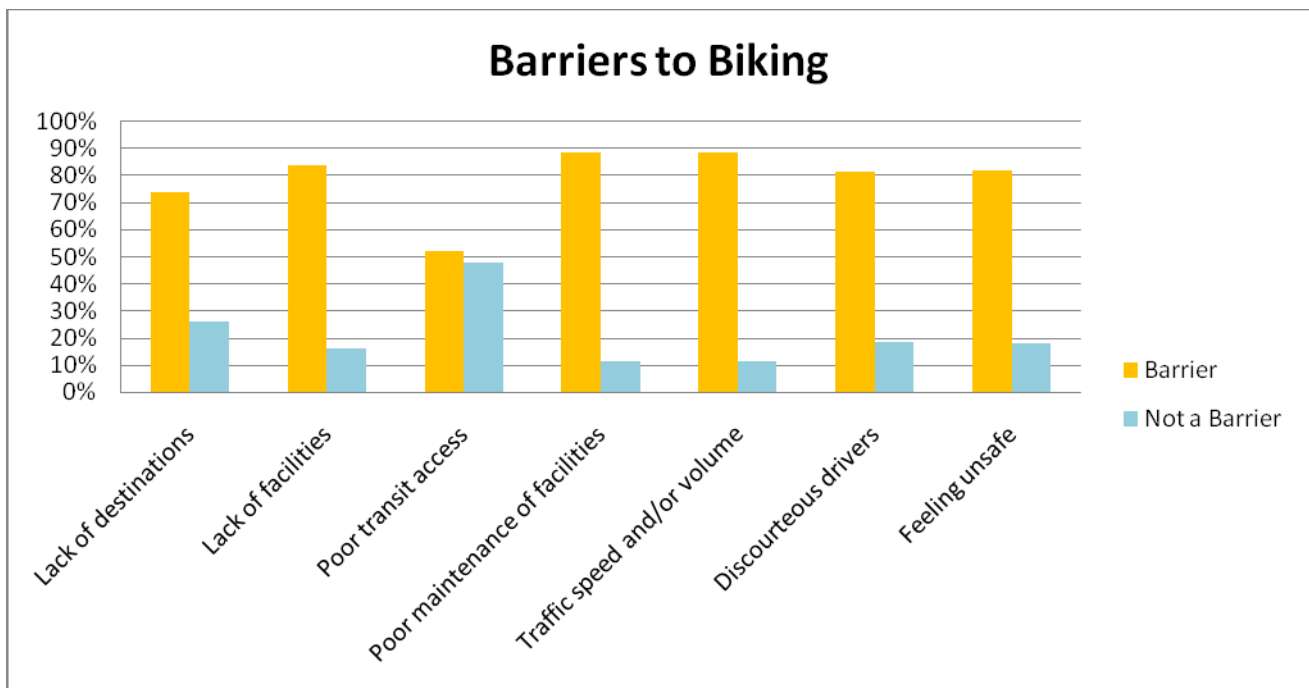
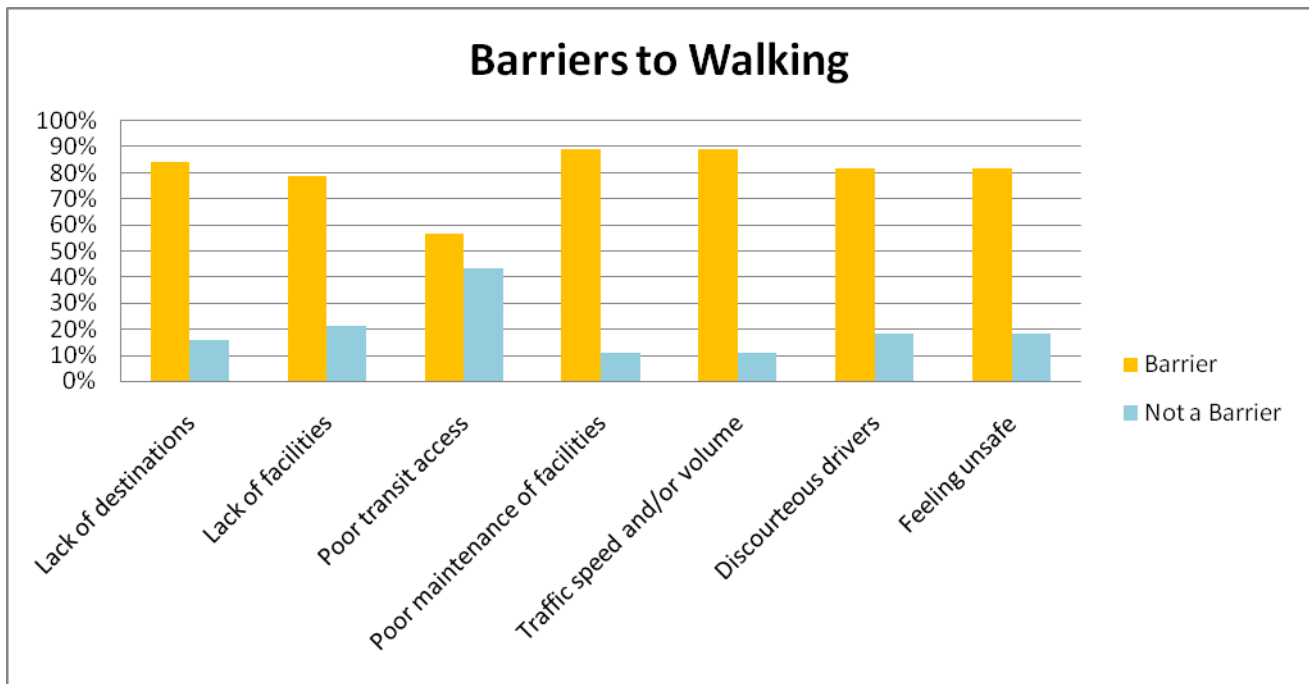


### Barriers & Opportunities

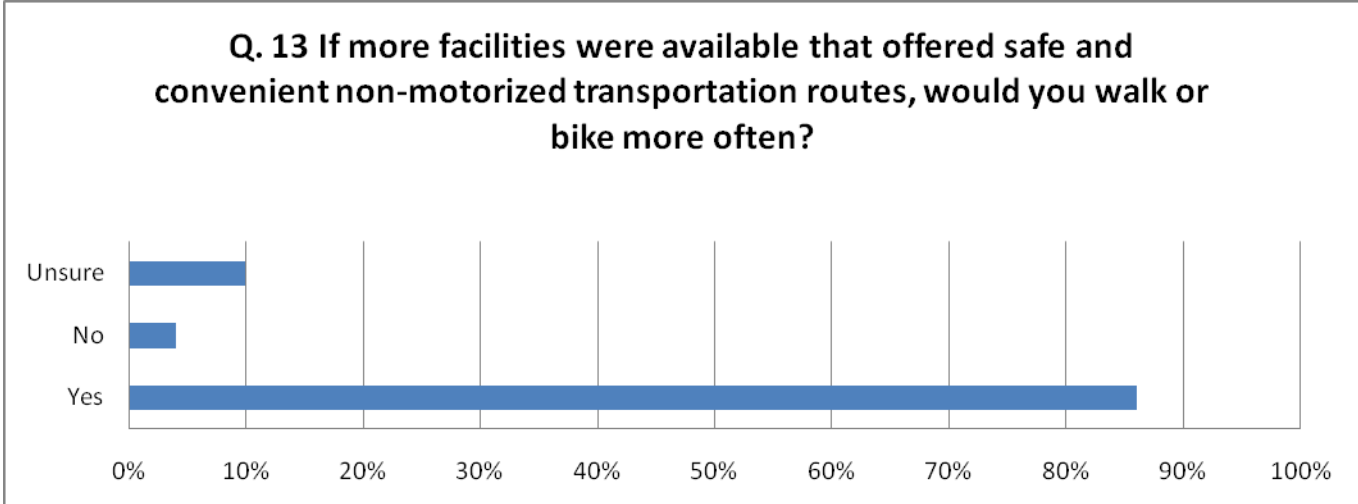
Respondents were asked if they were satisfied with elements of the transportation network. While the majority of respondents were satisfied with the highway and road system, a majority of respondents were dissatisfied with opportunities for biking, transit service, transit access, as well as walking and biking connectivity.



Major barriers to walking and biking included poor connectivity, safety, transit access, design, and lack of facilities.



When respondents were asked if they would walk or bike more often if safe and convenient facilities were made available, over 80 percent of respondents said yes.



**Appendix B**  
Flip Charts

**KMPO NON MOTORIZED PLAN  
FUTURE NEEDS PUBLIC WORKSHOP: Flip Charts  
May 19, 2009**

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**WELCOME and INTRODUCTIONS**

**Why are we here?**

KMPO's long range plan is missing a bike-ped component. KMPO's purpose is to develop one.

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**WORKSHOP OVERVIEW**

**The purpose of this workshop is to gather feedback on ways to improve bike and ped opportunities. We want to know what you see as being the vision and future needs for the region.**

1. Provide an overview of project scope and schedule
  2. Public survey results
  3. Identify future needs
  4. Mapping exercise
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**PROJECT SCOPE AND SCHEDULE**

**Where are we in the process?**

**Scope and Schedule**

Inventory of existing conditions

Jan-May

Visioning

Feb-March

Future Needs

May-June

Funding & Implementation

June-August

Final Bike-Ped Master Plan

Year End

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**PUBLIC SURVEY HIGHLIGHTS**

- **Destinations**
- **Trip Length**
- **Barriers & Opportunities**

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## VISION & FUTURE NEEDS

- **Well-connected system**

Between communities

To recreational opportunities

Safe routes to schools

To other modes of transportation

**Future Needs:**

Pathway connections linking towns and regions

Sidewalks and pathway connectivity w/in neighborhoods

Extended trails

Recreational opportunities

Improved public transit during poor weather

Connectivity to multimodal opportunities

Transit connectivity between regions

- **A safe system**

Separated bike lanes or pathways

Mutual respect between all transportation users

Maintenance of non-motorized facilities

**Future Needs:**

Safer Routes

Maintenance including snow removal

Separated pathways

Designated pathways

Wider bike lanes

Leadership and community support

Education and awareness

- **Community design with non-motorized travel in mind**

Improved facilities

For all ages and abilities

**Future needs:**

Rest stop amenities

Bike storage and lockers

Local Planning and Policy Development

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## **What else?**

*(Facilitator notes)*

### **Well-connected system**

*Intermodal corridors*

*North-South corridor connectivity*

*Trail connectivity*

*Ease of access to buildings*

*Transit options*

### **A safe system**

*School-level education*

*Bicyclist education*

*Slowing traffic – design speed*

*Sidewalks separated from the road with planting strips*

*Pedestrian visibility*

### **Policy and design standards**

*Policy development – fiscal consideration (retro fitting)*

*Land use- shift in thinking (ex: mixed use)*

*More density – different development pattern*

*Regulatory shift – bike racks with new development*

*Complete streets for all jurisdictions*

*Street standards*

*Transit oriented development (TOD)*

*Interstate partnerships (regional level)*

*Bike stations*

*Lack of facilities – Employer support/facilities*

*Pedestrian facilities – freshen up/lockers*

*Improve what we have – urgency*

*Education/tax benefits*

*CDA Press*

*Fiscal consideration*

*Retro-fitting*

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## **MAPPING EXERCISE**

### **Critical Routes and Connections**

